EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0017 **Date: 26 January 2012** Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Type Approval Holder's Name :	**Type/Model designation(s) :**
AIRBUS	A380 aeroplanes

TCDS Number:	EASA.A.110
Foreign AD:	Not applicable
Supersedure:	This AD supersedes EASA AD 2011-0248 dated 22 December 2011

ATA 28	**Fuel – Feed Tank 1 and/or 4 Main and Standby Pump Fault Light Flickering – Operational Procedure / Replacement**
Manufacturer(s):	Airbus
Applicability:	Airbus A380-841, A380-842, and A380-861 aeroplanes, all manufacturer serial numbers.
Reason:	On the fuel overhead panel, flight crews have reported FAULT lights flickering alternatively on the FEED TK 1(4) MAIN and STBY FAULT push-button switch at a frequency of approximately 5 seconds. This flickering is not associated with an ECAM alert and is observed only on feed tank pump 1 and 4 and most of time at the end of the flight. The subsequent technical investigations carried out by Airbus revealed that this feed tank pump flickering was due to ice accretion in the fuel pump, which restricted the movement of the pump inlet section, leading to the pump to run at low pressure. To address and correct this potential unsafe condition, EASA issued AD 2011-0248 to require: • Amendment of the Airplane Flight Manual (AFM) with the appropriate operational procedure, to be applied when the flew crew observes a feed tank pump fault light flickering during flight, and • Implementation of the appropriate maintenance procedure, following a feed tank pump flickering event. Since that AD issuance, Airbus has confirmed that a new strainer with larger mesh size, increase from mesh 8 to mesh 4, will minimise the possibility of the blocking the strainer assembly by ice accretion and causing decreased fuel flow. For the reasons described above, this AD retains the requirements of EASA AD

	2011-0248, which is superseded, and, in addition: • provides information that replacement of the strainer assemblies with larger mesh size on the main and standby feed pumps is an optional terminating action to the operational procedure and maintenance instructions required after fault light flickering between a main and standby pump on feed tanks 1 or/and 4 required by this AD, and • prohibits, for all modified aeroplanes, installation of a strainer assembly or canister pump having a Part Number (P/N) as listed in Table 1 of this AD.
Effective Date:	09 February 2012
Required Action(s) and Compliance Time(s):	Required as indicated, unless already accomplished: (1) Within 15 days after 05 January 2012 [the effective date of EASA AD 2011-0248], amend the applicable AFM to incorporate the operational procedure as described in Airbus A380 AFM TR 103, and operate the aeroplane accordingly. Inserting a copy of Airbus A380 AFM TR 103 into the AFM is acceptable to comply with this requirement. (2) After having inserted the AFM TR, as required by paragraph (1) of this AD, whenever the flight crew observes, during flight, a fault light flickering between a main and standby pump on feed tanks 1 or/and 4, before next flight after the occurrence, apply the maintenance instructions in accordance with Airbus AOT A380-28A8032. (3) Aeroplanes which have been modified in production by Airbus modification 71957, or aeroplanes which have been modified before the effective date of this AD in accordance with the instructions of Airbus SB A380-28-8031, are not affected by the requirements of paragraphs (1) and (2) of this AD, provided it can be demonstrated that no strainer assembly or canister pump having a P/N as listed in Table 1 of this AD has been installed on that aeroplane since modification. Table 1 - P/N of affected Strainer Assembly and Canister Pump **Part Name** / **P/N** Strainer Assembly / 568-7-30834-000 Canister Pump / 568-1-30751-102 Canister Pump / 568-1-30751-103 (4) After the effective date of this AD, modification of an aeroplane in accordance with the instructions of Airbus SB A380-28-8031, constitutes terminating action for the requirements of paragraphs (1) and (2) of this AD for that aeroplane. (5) After the effective date of this AD, do not install a strainer assembly or canister pump having a P/N as listed in Table 1 of this AD on an aeroplane on which Airbus modification 71957 has been embodied in production, or on which Airbus SB A380-28-8031 has been accomplished in service.
Ref. Publications:	Airbus SB A380-28-8031 original issue dated 02 September 2011. Airbus AOT A380-28A8032 original issue dated 21 December 2011. Airbus A380 AFM TR 103 issue 1.0. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: AIRBUS SAS - EIANA (Airworthiness Office), Telephone: +33 562110253 ; Fax:+33 562 110 307. E-mail: account.airworth-A380@airbus.com and Nicolas.Cordeau@airbus.com and Sandra.Cuiec@airbus.com.